



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Scott Haggerty, Chair
Alameda County

**PLANNING COMMITTEE
MEETING OF MAY 8, 2009
MINUTES**

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

ATTENDANCE

Commissioner Spering called the Planning Committee meeting to order at 9:30 a.m. Other members in attendance were Commissioners Azumbrado, Chu, Haggerty, Halsted, Lempert, MacKenzie, Rein-Worth, Rubin, Yeager, and Tissier. Commissioner Bates, and Kinsey also attended.

CONSENT CALENDAR: a. Minutes of April 10, 2009; b. CMP Guidance and Review, Resolution No. 3000

Commissioner Mackenzie moved approval, Commissioner Bates seconded. Motion passed unanimously.

OVERVIEW OF 2009 BAY AREA CLEAN AIR PLAN

Ms. Liz Brisson, MTC, and Mr. David Burch, BAAQMD, presented a power point presentation on the joint undertaking between MTC, ABAG, and the Air District on the Clean Air Plan.

Mr. Burch stated that the purpose of the plan is to develop an integrated multiple pollutant plan with the primary goals of improving air quality, protecting public health, and protecting the climate and ecosystem. This plan will serve as an update to the 2005 Ozone Strategy, and will respond to the State air quality requirements. He also noted that they are working to integrate the air quality plan with other planning efforts such as MTC's Transportation 2035 Plan and ABAG's Projections 2009.

The Clean Air Plan features a multi-pronged control strategy to reduce emissions via: (a) stationary sources, (b) mobile sources, (c) land use and local impacts, and (d) energy and climate. MTC is most directly involved in assisting the BAAQMD in preparing the Transportation Control Measures (TCMs) that are a part of the mobile source control strategy.

Ms. Brisson commented on the TCMs and stated that staff took the TCMs from the 2005 Ozone Strategy – consolidated some, added others, and updated the descriptions to include the new programs that were launched in the Transportation 2035 Plan. She also noted that staff created a new organizational framework that arrays the TCMs into five different categories: 1) Improve Transit Services; 2) Improve System Efficiency; 3) Encourage Sustainable Travel Behavior; 4) Support Focused Growth; and 5) Implement Pricing Strategies.

In conclusion, Mr. Burch stated that over the next 6 – 8 weeks, they will be working to refine the control strategy for the plan and detail control measure descriptions. They also will be working to analyze the cost effectiveness of the proposed control measures on a multi-pollutant basis. A draft control strategy will be issued in mid-July and BAAQMD will hold public workshops on the control strategy. The final draft plan is expected to be issued in September 2009, with a final plan in November 2009.

Commissioner Lempert stated that the CEQA guidelines should be made stronger.

Commissioner Yeager commented on land use and air quality and asked if there should be more control over the housing development along-side freeways and heavy transportation corridors. Mr. Burch stated that the Air District is working hard to come up with guidelines to help local decision-makers make well informed decisions about the housing development, and one of their core initiatives right now is the Community Air Risk Evaluation (CARE) Program, which identified six communities that are most impacted by emissions in the Bay Area.

Commissioner Mackenzie asked, in terms of implementing the ozone strategy, what sort of enforcement authorities can the Air District bring to bear under the California Clean Air Act? Mr. Burch stated that on the mobile side all of the tailpipe standards and fuel standards in the state are under the jurisdiction of the State Air Resources Board, so their role is to help reduce the amount of vehicle use. For the stationary sources, the Air District is the lead agency for reducing emissions. He noted that the health and safety code has a provision that states that local air districts can adopt indirect source regulations, so if the Air District adopts that as a regulation they will have enforcement authority.

Commissioner Haggerty asked if staff put a price tag on the TCMs to see if they can be fully implemented. Ms. Brisson stated that these are preliminary draft measures, which will be fleshed out further with a cost effectiveness analysis to see how many emissions each measure will reduce.

Commissioner Spring suggested that staff include language that talks about corridor investment and that there should be an emphasis on the reinvestment back into the HOT lane corridor.

Commissioner Worth commented on the stationary source measures, and asked how staff will pursue to reduce the industrial impact portion – the hot spot areas. Mr. Burch stated that primarily it's the rule-making, the permitting, and the enforcement that are the three legs of their effort on stationary sources. Commissioner Worth also asked about transportation impacts with the reduction in congestion in backup following the new Benicia/Martinez Bridge – is the Air Board monitoring the change in the quality of air in those particular areas? Mr. Burch stated that they are not specifically doing anything to see what have been the impacts in that corridor. They do have a region-wide monitoring network that is designed to meet state and federal requirements for air quality monitoring, but those requirements are intended to capture emissions at more of a regional level.

Commissioner Spring called for public comment:

- Robert Rayburn, East Bay Bicycle Coalition, commented on the CEQA guidelines, and stated that the Governor's office of Planning and Research released draft amendments to the transportation guidelines in CEQA, which represents a back peddling on the goals of meeting to reduce green house gases. He stated that the inclusion of level of service for traffic does prioritize automobile travel and in turn it blocks the implementations of the improved transit TCM and the focused growth TCM. He noted that he called for an exemption around the transportation oriented development area from these guidelines.

EVALUATION OF ROUTINE ACCOMMODATIONS CHECKLIST

Mr. Doug Kimsey stated that MTC Resolution 3765 requires that project sponsors complete a checklist that describes how the bike/pedestrian access was accommodated, and to be followed by posting that information on the Congestion Management Agency's web sites, and shared with bike/pedestrian committee's representing the cities and counties throughout the region.

Mr. Kimsey stated that staff received 104 checklists representing over 500 projects, which are all local streets and roads maintenance projects. All the counties filled out the checklists, with the exception of Solano and Napa County. He summarized the checklist template.

He commented that most of the recommendations in Resolution 3765 have been implemented or are underway. Caltrans has its own Routine Accommodation Policy, which staff has been working closely with to develop procedures and policies for early and often comment on the state highway projects. He recognized that there was a very tight timeframe to review projects for this funding cycle - ARRA funds required a very tight application turn-around, and limited what project sponsors would be able to do with the funds they receive. He noted that staff will continue to work with the CMA's, the bike/pedestrian advocates, and local project sponsors to improve the process for the next funding cycle.

Commissioner Springer called for public comment:

- Robert Rayburn, East Bay Bicycle Coalition (EBBC), stated that prior to the checklist and tier 1 local streets and roads resurfacing, the EBBC sent off letters to all 33 jurisdictions requesting that they get the most bang for their buck and hold up the resurfacing plans next to the regional bikeway plans and look for a nexus to try to implement both of those projects together. He complimented the Cities of Pittsburgh, Livermore, Pleasanton, and Alameda for focusing their monies on improving the bikeways.
- Andrew Casteel, Bay Area Bicycle Coalition (BABC), complimented staff on the checklist, and pointed out a few things that can be improved for the next go around. He encouraged staff to improve the consistency of the communications to the BABC, and that there should be consistency with links to the ARRA Checklist, and all checklists need to be available on the CMA websites in a timely fashion. There needs to be a process for collecting comments from the BABC's, and to get them to reach out to the city and county Bike/Pedestrian advisory committees. Lastly, it would help to have a list

of the staff for the local CMA's that are handling the checklists available on CMA websites.

- Carli Paine, TransForm, stated that the first exercise of this process fell short and stated that this first effort was more of a routine consideration and not routine accommodation. She noted that if staff is not going to use it as a policy lever, it will waste people's time. She asked staff to do more work with the CMA's Bike/Pedestrian advisory committees to be clear about expectations for the next funding cycle, and provide regular progress reports to the Planning Committee.

Commissioner Kinsey stated that this is progress and provides the Commission with an opportunity by policy that routinely assesses how these bike/pedestrian facilities are considered in larger transportation projects, and if they are not feasible for any given project then commissioners understand why they are not. He stated that it would be helpful to continue to work with our transportation partners and project sponsors to get them to understand the role that staff sees for these checklists, and get some reports back on some kind of periodic basis.

Commissioner Worth stated that one thing to keep in mind is the impact that the local streets and roads investment is having on improving bicycle conditions.

Commissioner Chu mentioned that in Santa Clara there were a number of improvements to the county bike network. There was the grand opening over two bridges - Beragus Ave. over Highway 101 and Highway 237 connecting the employment centers in Northern Sunnyvale with Central Sunnyvale on April 24, 2009 and a grand opening on April 30, 2009 of a bike/pedestrian bridge on Mary Avenue connecting over Highway 280 to a high school with a community college.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 10:27 a.m. The Committee's next meeting is scheduled for Friday, June 12, 2009 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.